STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, District Director
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PHONE (213) 897-4937
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Flex your power!
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July 20, 2007

Responsible Agencies, Review Agencies
Trustee Agencies and individuals interested
in the I-405 Sepulveda Pass HOV Widening Project

File: 07-LA-405 28.8/39.0
I-405 Sepulveda Pass HOV
Widening (I-10 to US-101)
EA 120300

On May 22, 2007, the California Department of Transportation and the Federal Highway Administration released a joint Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the I-405 Sepulveda Pass Widening Project.

This letter serves to notice of portions of the Draft EIR/EIS that have been modified for clarification purposes. In addition, a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen has been developed. Changes to the Draft EIR/EIS have been underlined for your reference. The following table summarizes the changes that are enclosed and have been incorporated into the Draft EIR/EIS:

Original Page #	Clarification
3	Additional communities identified on the Project Location Map
8	Conceptual Cross-Section figure revised
9	Addition of one mixed-flow lane from Skirball Center Dr. to Waterford St. and Alternative 3 Modified and Park and Ride Facilities
14 - 15	Summary of Major Potential Impacts Table (Housing Displacement, Community Service Disruption, Ramp Closures, Utilities and Emergency Services, Traffic Circulation, Parking, Visual Quality and Air Quality)
23	The project would add a mixed-flow lane on I-405 in the southbound direction from Skirball Center Dr. to Waterford St.
29	Conceptual Cross-Section figure revised
30	Addition of one mixed-flow lane from Skirball Center Dr. to Waterford St. and Alternative 3 Modified
37	Updated List of Technical Studies
75	Alternative 3 Modified – Reduced community impacts in Brentwood Glen
120-123	Traffic Impacts at Sherman Oaks Ave. with new on-ramp
134, 137-151	Visual Impacts in Brentwood Glen: Church Lane
201	Air Quality - Alternative 3 not included in SIP, RTP and 2006 RTIP
281-283	Discussion on Climate Change added
Appendix H	Updated Right-of-Way Summary Information
Appendix I	New Layout 10A – Alternative 3 Modified

The recirculation of the modified portions of the Draft EIR/EIS are being submitted pursuant to the California Environmental Quality Act, Sections 15086 and 15087 as well as pursuant to the National Environmental Policy Act's Council on Environmental Quality Regulations, Sections 1503.1 and 1506.6.

The revised portions of the Draft EIR/EIS that have been modified for clarification may be viewed on our website: http://www.dot.ca.gov/dist07/travel/projects/move405/ or at the following locations:

- Caltrans, District 7, 100 S. Main Street, Los Angeles, CA 90012
- Encino-Tarzana Public Library, 18231 Ventura Blvd., Tarzana, CA 91356
- Sherman Oaks Library, 14245 Moorpark St., Sherman Oaks, CA 91423
- Donald Bruce Kaufman - Brentwood Public Library, 11820 San Vicente Blvd., Los Angeles, CA 90049
- Palisades Public Library, 861 Alma Real Dr., Pacific Palisades, CA 90272
- UCLA, Young Research Library, 280 Charles E. Young Dr. North, Los Angeles, CA 90024
- West Los Angeles Regional Library, 11360 Santa Monica Blvd., Los Angeles, CA 90025
- Westwood Public Library, 1246 Glendon Ave., Los Angeles, CA 90024

The Public Hearing for this project will be held on August 22, 2007, starting with a map viewing at 5:00 p.m. at the Skirball Cultural Center. The formal hearing presentations will commence around 6:30 p.m. Written comments on the DEIR/EIS must be submitted by September 10, 2007 to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

If you have any questions, please contact Carlos Montez, (213) 897-9116.

Sincerely,

Ron Kosinski

RON KOSINSKI
Deputy District Director, Caltrans District 7

Figure S-2: Project Location Map

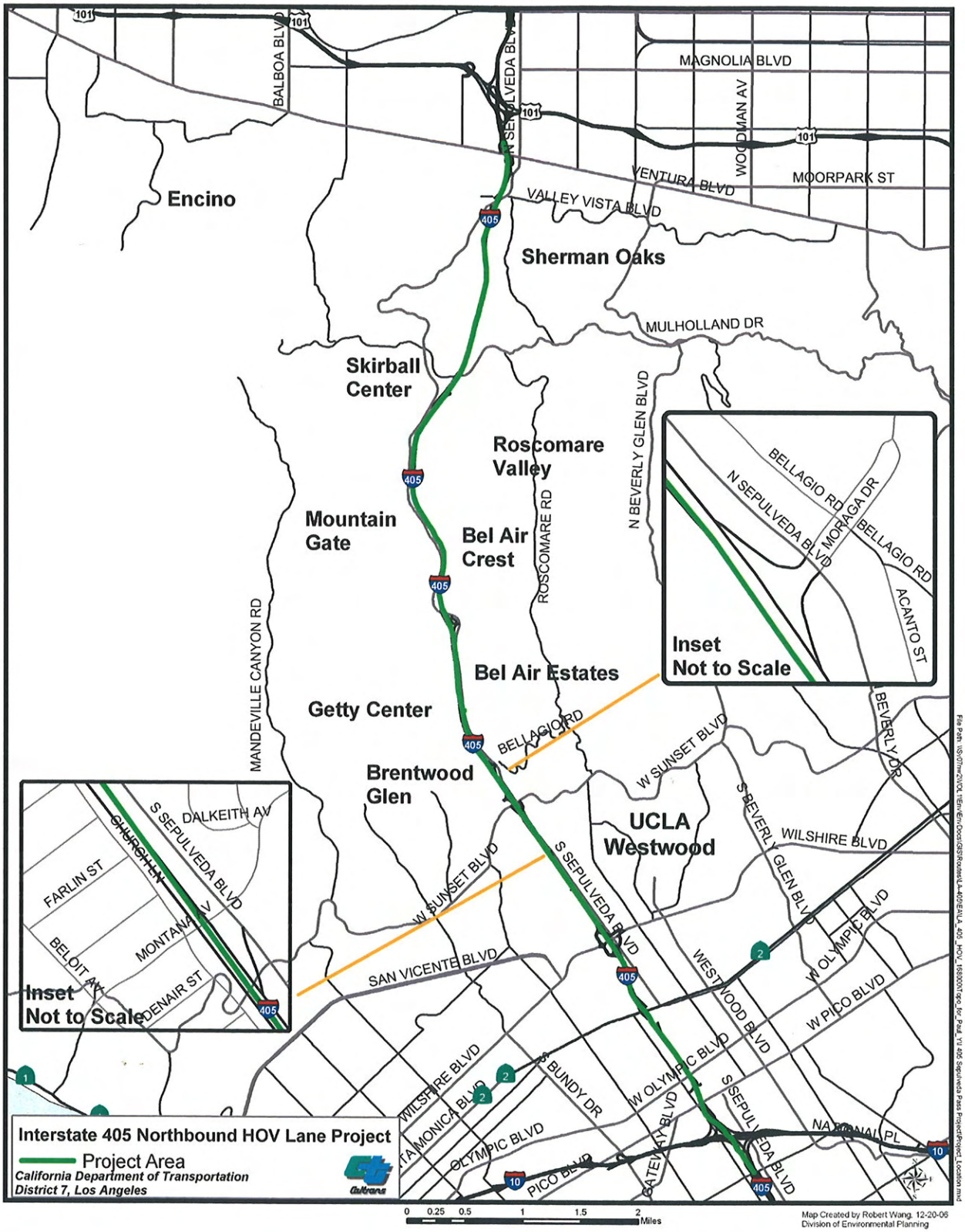
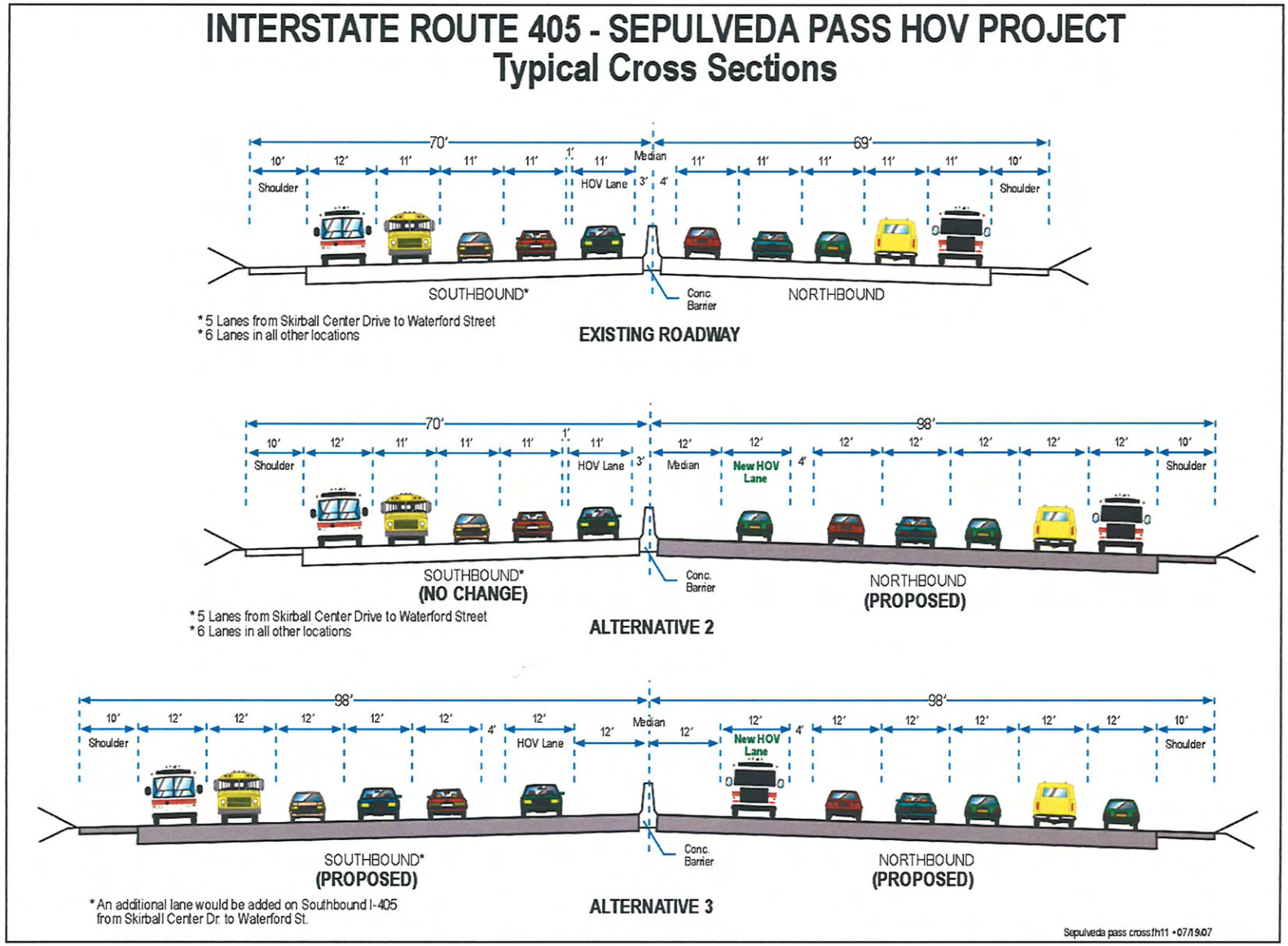


Figure S-4: Conceptual Cross-Section of the Build Alternatives



S-4.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize Northbound and Southbound Lanes, Median and Shoulder

In addition to the features as described in Alternative 2, standard freeway profiles would be provided for northbound and southbound I-405 within the project limits except through the I-405/I-10 interchange. Similar to Alternative 2, I-405 would be widened along the east side and along most of the west side throughout the project limits. Changes associated with this alternative that are not a part of Alternative 2 include:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford Street;
- Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;
- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the widening planned along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 widening.
- A total of 13 soundwalls and 75 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

The capital outlay cost of Alternative 3 is estimated at $911 million in 2006 dollars.

S-4.4 Alternative 3 Modified

This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen (see Layout 10A of Appendix I of the Draft EIR/EIS).

S-5 Proposed Design Features for Alternative 2 and 3

Ramp Metering

All proposed on-ramps would provide ramp metering.

CHP Enforcement Area

Under Alternative 2, the median is not wide enough for California Highway Patrol (CHP) enforcement areas except at the Wilshire Blvd. interchange area and the southbound Skirball Center interchange area. However, if CHP enforcement areas were constructed at these locations, they would be in conflict with the ingress and egress for the northbound I-405 ramps to Sunset Blvd. and Greenleaf St. As a result, no CHP enforcement area is proposed.

Under Alternative 3, there would be three CHP enforcement areas within the project limits. One would be located between the Wilshire Blvd. and Sunset Blvd. interchanges. Another would be located between the Sunset Blvd. and Getty Center interchanges. The third would be located between the Getty Center and northbound Skirball Center Drive interchanges.

Park and Ride Facilities

The existing Park and Ride facility located near the Skirball Center Drive overcrossing would not be meaningfully affected, except for potential access improvements.

Potential Impact		Alternative 2	Alternative 3	Alternative 1: No Build
	Housing Displacement	7 residential properties would be displaced *Hook-ramp design option at Valley Vista Blvd. would displace 4 residential properties	37 residential properties would be displaced *Hook-ramp design option at Valley Vista Blvd. would displace 4 residential properties *Alternative 3 Modified would avoid 30 properties on Church Ln.	No impact
	Community Service Disruption	Possible disturbance to community service functions at various community service centers during project construction	Possible disturbance to community service functions at various community service centers during project construction Property acquisition of the Village Church of Westwood. *Alternative 3 Modified would avoid the Village Church	No impact
	Business Disruption	Possible obstruction of access during construction & property acquisition of a Verizon equipment facility and a professional financial services business	Possible obstruction of access during construction & property acquisition of a Verizon equipment facility and a professional financial services business	No impact
	Ramp Closures	Permanent closure of Montana Ave. off-ramp	Permanent closure of Montana Ave. N/B off-ramp and Sunset Blvd. S/B on-ramp	No impact
Environmental Justice		No impact	No impact	No impact
Utilities and Emergency Services		Temporary disruption of utilities and emergency services during construction due to relocation	Temporary disruption of utilities and emergency services during construction due to relocation of utilities	No impact
Traffic/ Parking/ Pedestrian Safety	**Traffic Circulation**	Traffic detours and disruption during construction Beneficial during operations	Traffic detours and disruption during construction; longer timeframe Beneficial during operations	Substantial traffic congestion
	Transit Route	Temporary change of transit routes and bus stops during construction	Temporary change of transit routes and bus stops during construction	No impact
	Pedestrian Safety	Temporary detour of pedestrian routes during construction	Temporary detour of pedestrian routes during construction	No impact
	Parking	Temporary loss of parking at the southeast corner of the federal parking lot located in the southeast corner of Wilshire Blvd.	Temporary loss of parking at the southeast corner of the federal parking lot located in the southeast corner of Wilshire Blvd. and permanent loss of street parking on Church Lane	No impact
	Access	Temporary disruption of access to residences and businesses during construction	Temporary disruption of access to residences and businesses during construction	No impact
Visual Quality		Construction of soundwalls and new ramps would impact resources and views to residents adjacent to soundwalls and ramps	Construction of soundwalls and new ramps would impact resources and views to residents adjacent to soundwalls and ramps, including Church Lane	No impact
Historical Cultural Resources		Adverse effect on one historic resource	Adverse effect on one historic resource	No impact
Archaeological Resources		Low likelihood of discovery of subsurface archaeological resources	Low likelihood of discovery of subsurface archaeological resources	No impact
Flood Control, Hydrology, Water Quality, and Stormwater Runoff		Relocation of 4 drainages would require agency coordination	Relocation of 4 drainages would require agency coordination	No impact
Geology/Soils/Seismicity		No impact	No impact	No impact

Potential Impact	Alternative 2	Alternative 3	Alternative 1: No Build
Hazardous Waste/Materials	Possibility of encountering aerially deposited lead (ADL), asbestos-containing materials (ACM), and lead-based paint (LBP)	Possibility of encountering aerially deposited lead (ADL), asbestos-containing materials (ACM), and lead-based paint (LBP)	No impact
Air Quality	Temporary emissions of criteria air pollutants during construction	Temporary emissions of criteria air pollutants during construction Alternative 3 would not be in conformity with the SIP, RTP and RTIP	No impact
Noise	Intermittently exceeding noise criterion during construction	Intermittently exceeding noise criterion during construction	No impact
Energy	No impact	No impact	No impact
Biological Resources	Removal of approximately 115 mature native trees; affect 3 known wildlife crossing corridors within the project limits during project construction	Removal of approximately 162 mature native trees; affect 3 known wildlife crossing corridors within the project limits during project construction	No impact
Section 4(f) properties	Use of 2 trailheads and trails. Approximately 4.0 acres to be impacted at the Getty View Trailhead and approximately 0.3 acres at the Skirball Center trailhead.	Use of 2 trailheads and trails. Approximately 4.0 acres to be impacted at the Getty View Trailhead and approximately 0.3 acres at the Skirball Center trailhead.	No impact
Cumulative and Secondary Impacts	Impacts to air quality, noise, socioeconomics, traffic and circulation, and area aesthetics during construction Impact to historical resources, post-construction No secondary impacts identified	Impacts to air quality, noise, socioeconomics, traffic and circulation, and area aesthetics during construction Impact to historical resources, post-construction No secondary impacts identified	No impact

S-9 Avoidance, Minimization and Mitigation Measures

Several of the project elements have been modified to avoid or minimize potential environmental impacts. Proposed mitigation measures are listed in Table S-2, where avoidance and minimization attempts could not fully resolve the impacts.

Table S-2: Proposed Mitigation Measures

Environmental Factor	Mitigation Measures	
	Alternative 2	**Alternative 3**
Relocation Impacts	• FHWA and Caltrans would provide relocation assistance payments and counseling to persons, businesses, and nonprofit organizations to be relocated, in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation benefits and decent, safe, and sanitary homes for displaced residents.	• FHWA and Caltrans would provide relocation assistance payments and counseling to persons, businesses, and nonprofit organizations to be relocated, in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation benefits and decent, safe, and sanitary homes for displaced residents.
Community	• Develop a construction staging plan and	• Develop a construction staging plan and TMP

of the increase. The following tables provide traffic data that demonstrate how existing conditions will deteriorate with time under the no-build scenario. This increase is anticipated to be primarily comprised of passenger vehicles and a discernable increase in trucks is not anticipated. The project would ~~not~~ add ~~any~~ a mixed-flow lane in the southbound direction from Skirball Center Dr. to Waterford St. The proposed northbound improvements would increase passenger vehicle capacity with an HOV lane and therefore, improve the level of service and travel delay time.

Table 1.3-1: Northbound and Southbound I-405 Traffic Volumes for Year 2015 Without Project

Segment	Northbound				Southbound			
	LOS (A.M.)	AADT	% Trucks	Truck AADT	LOS (A.M.)	AADT	% Trucks	Truck AADT
Venice Blvd. and I-10	F	169,800	2.16%	3,700	F	183,900	2.16%	4,000
I-10 and Olympic Blvd.	F	176,700	2.16%	3,800	F	156,700	2.16%	3,400
Olympic and Santa Monica Blvd.	D	188,300	2.16%	4,100	D	173,800	2.16%	3,800
Santa Monica and Wilshire Blvd.	F	175,500	2.16%	3,800	F	168,700	2.16%	3,600
Wilshire Blvd. and Montana Ave.	F	188,700	2.16%	4,100	F	142,400	2.16%	3,100
Montana Ave. and Sunset Blvd.	F	190,400	2.16%	4,100	F	132,300	2.16%	2,900
Sunset Blvd. and Moraga Drive	D	200,800	2.16%	4,300	D	133,900	2.16%	2,900
Moraga and Sepulveda Blvd.	F	205,000	2.16%	4,400	F	136,700	2.16%	3,000
Sepulveda Blvd. and Mulholland Dr.	F	188,000	2.16%	4,100	F	153,800	2.16%	3,300
Mulholland Drive and Greenleaf St.	D	184,700	2.16%	4,000	D	151,100	2.16%	3,300

Source: Traffic Analysis Report, July 2006

Table 1.3-2: Northbound and Southbound I-405 Traffic Volumes for Year 2031 Without Project

Segment	Northbound				Southbound			
	LOS (A.M.)	AADT	% Trucks	Truck AADT	LOS (A.M.)	AADT	% Trucks	Truck AADT
Venice Blvd. and I-10	F	214,400	2.16%	4,600	F	232,300	2.16%	5,000
I-10 and Olympic Blvd.	F	223,200	2.16%	4,800	F	197,900	2.16%	4,300
Olympic and Santa Monica Blvd.	F	237,700	2.16%	5,100	F	219,500	2.16%	4,700
Santa Monica and Wilshire Blvd.	F	221,700	2.16%	4,800	F	213,000	2.16%	4,600
Wilshire Blvd. and Montana Ave.	F	238,300	2.16%	5,100	F	179,800	2.16%	3,900
Montana Ave. and Sunset Blvd.	F	240,500	2.16%	5,200	F	167,100	2.16%	3,600
Sunset Blvd. and Moraga Drive	F	253,600	2.16%	5,500	F	169,000	2.16%	3,700
Moraga and Sepulveda Blvd.	F	259,000	2.16%	5,600	F	172,700	2.16%	3,700
Sepulveda Blvd. and Mulholland Dr.	F	237,400	2.16%	5,100	F	194,200	2.16%	4,200
Mulholland Drive and Greenleaf St.	F	233,300	2.16%	5,000	F	190,900	2.16%	4,100

Source: Traffic Analysis Report, July 2006

Safety

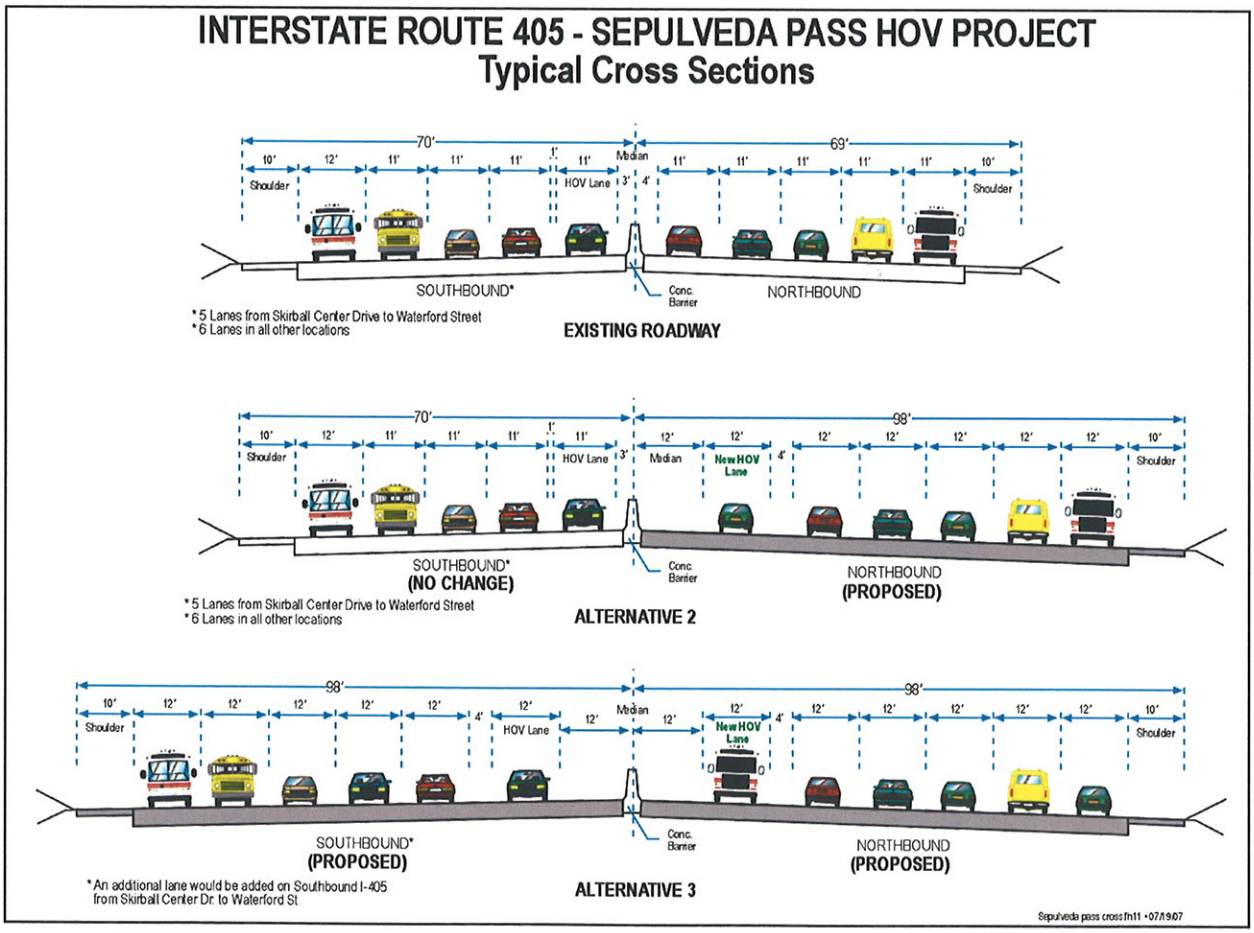
Caltrans, District 7, Traffic Accident Surveillance and Analysis System (TASAS) data was analyzed for both northbound and southbound I-405 within the project limits for the time period of April 1, 2002 through March 31, 2005. The total number of accidents for northbound I-405 was 1,738 and 2,738 for the same time period for southbound I-405. Average accident rates for the segment of the I-405 within the project limits, as well as the statewide average accident rates are provided in Table 1.3-3.

Design Options Mandated by FHWA at Skirball Center Dr. and Valley Vista Blvd.

Caltrans and FHWA have also analyzed another geometrically preferred design option to relocate the Skirball Center Dr. northbound and southbound on/off-ramps. The proposed northbound on/off-ramps would be relocated just north of the existing ramp. The proposed southbound on/off-ramps would require the realignment of Sepulveda Blvd. Both options would improve safety by increasing the stopping-sight distance for motorists using the southbound I-405 on/off-ramps (see Appendix I – L3A and L4A).

As a result of community input from meetings held in March, Caltrans has been analyzing design options for the southbound I-405 Valley Vista Blvd. on/off-ramps. In an effort to improve freeway operations and reduce the number of property takes that would be required to reconstruct the southbound off-ramp due to freeway widening, a geometrically preferred option has been developed. New hook on/off-ramps would be relocated south of the existing Valley Vista off-ramp to Sepulveda Blvd. The hook-ramp design would reduce the number of property takes by allowing Caltrans to use its available right-of-way as well as improve driver sight distance, increase vehicle storage and decrease motorist weaving from the 101/405 interchange (see Appendix I – L1A).

Figure 2.2-1: Conceptual Cross-Section of Build Alternatives



Source: Caltrans Graphics, March 2007

2.3 Alternative 3: Add a Standard Northbound HOV Lane and Standardize the Southbound HOV Lane, Mixed-Flow Lanes, Median, and Shoulder

In addition to the features as described in Alternative 2, standard freeway profiles would be provided for northbound and southbound I-405 within the project limits except through the I-405/I-10 interchange. I-405 would be widened along the east side similar to Alternative 2 and along most of the west side throughout the project limits. Other changes associated with this alternative that are not a part of Alternative 2 include:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford Street;
- Closure of the southbound I-405 on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;
- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the widening planned along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 widening.
- A total of 13 soundwalls and 75 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

Refer to Figure 2.3-1: Major Project Features for Alternative 2 and 3. Also refer to Appendix I for Proposed Layouts for Alternative 2 and 3.

The capital outlay cost of Alternative 3 is estimated at $911 million in 2006 dollars.

2.3.1 Alternative 3 Modified

This is a design variation of Alternative 3 which would make design modifications to the freeway and Church Lane to avoid full property acquisitions in the community of Brentwood Glen. The freeway would be shifted east, the HOV buffer area and/or median area reduced, and the width of Church Lane reduced. The existing curb, sidewalk and vegetation on the west side of Church Lane would be maintained and not be encroached upon (see Layout 10A of Appendix I of the Draft EIR/EIS). If this option is selected, the final design configuration would be negotiated between the Federal Highway Adminstration, City of Los Angeles Department of Transportation, and Caltrans.

CHAPTER 3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

INTRODUCTION

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. Consequently, this document provides no further discussion regarding these resources:

- Wild and Scenic Rivers – No wild or scenic rivers are located within the project area.
- Farmlands – No farmlands are located within the project area. The project will not irreversibly convert farmland directly or indirectly to non-agricultural use.
- Coastal Barriers and Coastal Zone – The project area is not located within the coastal zone.
- Wildlife and Waterfowl Refuges – There are no wildlife or waterfowl refuges located within the project area.

Environmental impacts and mitigation measures reported in this Draft Environmental Impact Statement/Environmental Impact Report are based on technical studies conducted for this project. The studies are available for review at the Caltrans District 7 Office at 100 South Main Street, in Los Angeles, California 90012.

Technical Studies Prepared for the I-405 Sepulveda Pass Project

Air Quality Assessment	April 2007
Community Impact Analysis	September 2006
Cumulative Impact Analysis	November 2006
Initial Site Assessment	January 2001
Supplemental Initial Site Assessment	June 2006
Hydraulic Study	May 2006
Natural Environment Study Report	July 2006
Wildlife Corridor Assessment	October 2006
Noise Study Report	July 2006
Traffic Analysis Report	July 2006
Storm Water Data Report	May 2006
Visual Impact Analysis	February 2007
Historic Property Survey Report	May 2006
Archaeological Survey Report	May 2006
Geotechnical Report	April 2006
Relocation Impact Report	November 2006
Section 4(f)	December 2006
Supplemental Traffic Analysis	July 2007
Wildlife Corridor Evaluation	July 2007

and their condition ranges from good to excellent. The neighborhoods are well established. The houses consist of two to four bedroom single family residences with a median price of approximately $1,700,000 in 2006 dollars. The non-residential areas within the project limits are comprised of small strip malls, and several freestanding buildings.

3.3.3 Community Impacts

Community Character and Cohesion

Alternative 1: No Build Alternative, does not propose any change to I-405. As such, no structures that would bisect, disrupt or alter the continuity of communities in the study area would be constructed, no residential or non-residential displacement would take place, and no changes to existing access and circulation would take place. Therefore, Alternative 1 would have no impact to community character or cohesion.

Alternative 2 does not propose the construction of any new structure that would bisect, disrupt or alter the continuity of communities in the study area. These alternatives would not change or affect community facilities and the limited residential and non-residential displacees would be relocated within the community. These minor losses would not adversely impact community character or cohesion. Alternatives 2 would include the closure of freeway ramps at Montana Ave. This closure would reduce traffic in the residential areas adjacent to these ramps. This would be a beneficial impact to local area residents. No businesses are located in the vicinity of Montana Ave., so closure would not affect businesses in this area.

Alternative 3 would disrupt and alter the westside community of Brentwood Glen. This community is a part of Brentwood that is bounded by Sunset Blvd., the I-405 and the Veterans Administration that makes this an isolated area and a close-knit community. There is a justifiable perception in the Brentwood Glen neighborhood that if Alternative 3 were selected, the acquisition of approximately 30 properties, including a church along Church Lane, would have an adverse impact on community cohesion. The potential removal of the Village Church further contributes to the potential impact on this community's character and cohesion (see Figure 3.3-2: Parcels Potentially Affected at Brentwood Glen and Bel Air).

Alternative 3 Modified would reduce the adverse impact on community cohesion in the Brentwood Glen neighborhood by avoiding acquisition of the 30 properties and church along Church Lane. This alternative would remove the exsiting soundwall and landscaping on the east side of Church Lane. The existing curb and sidewalk on the west side of the street would be maintained. The combined height of this wall would be approximately 30 feet and is illustrated in Figure 3.6.9: Existing View Brentwood Glen: Church Lane.

P.M.	Ramp Description	Ramp Lanes	Capacity (veh/hr)	Alternative 1: No Build		Alternative 2	
				AM Volume	PM Volume	AM Volume	PM Volume
32.99	NB On From EB Sunset Blvd.	1	900	1,481	1,278	1,481	1,278
33.30	NB Off To Moraga Drive	2	3,000	452	143	452	143
33.47	NB On From Moraga Drive	2	1,800	459	1,145	459	1,145
34.55	NB Off To Getty Center Drive	1	1,500	136	94	136	94
34.73	NB On From Getty Center Drive	2	1,800	695	815	695	815
36.69	NB Off to Mulholland/Rimerton	1	1,500	736	685	736	685
36.99	NB On from Mulholland/Rimerton	2	1,800	359	592	359	592
38.63	NB Off To Ventura Blvd/Greenleaf St	1	1,500	617	710	617	710
38.77	NB On From Greenleaf St	2	1,800	817	1,500	817	1,500
16.72	US-101 NB Off to Sepulveda Blvd	1	1,500	672	429	1,303	999

Source: Traffic Analysis Report, July 2006
Notes: P.M. – post mile; NB – northbound; SB – southbound; SEG – segment
Locations and volumes highlighted in **bold** type indicate ramps where demand exceeds theoretical capacity.

Intersections

The ramp closures and proposed modifications associated with Alternative 2 result in changes to intersection geometry at various locations and are listed in Table 3.5-14.

Table 3.5-14: Alternative 2: Modifications to Intersection Geometry

Ramp Modification	Corresponding Study Intersection Modification
Northbound I-405 off-ramp to Montana Avenue removed	With the off-ramp removed, there would no longer be an intersection at this location. Only the northbound and southbound through lanes on Sepulveda Boulevard would remain.
Northbound interchange improvements at Sunset Boulevard	The interchange improvements at this location include the addition of a second northbound right-turn lane, a third eastbound through lane, and a second eastbound right- turn lane.
Northbound interchange improvements at Getty Center Drive	The T-intersections formed by the northbound off-ramp and on-ramp with Sepulveda Boulevard would be replaced with a standard diamond interchange to form a single four-legged intersection. Intersection 20 would be removed, and intersection 21 would be signalized and reconfigured with one northbound through lane, one northbound through-right lane, one southbound left-turn lane, two southbound through lanes, one eastbound left-turn lane, and one eastbound right-turn lane. (Sepulveda Boulevard is considered to be north and south legs, and the northbound off-ramp is the west leg.)
Southbound Skirball Center Drive interchange improvements	The southbound on- and off-ramps to Skirball/Mulholland would be removed and replaced with hook ramps that connect directly to Sepulveda Boulevard. Intersection #42 would become the intersection of the new ramps with Sepulveda Boulevard, and consists of one northbound through lane, one northbound through right lane, one southbound left-turn lane, two southbound through lanes, one westbound left-turn lane, and one westbound right-turn lane. (Sepulveda Boulevard is the north and south legs, and the southbound off-ramp is the east leg.)
Southbound interchange on/off-ramp relocation from Valley Vista Blvd. to Sepulveda Blvd. at Sherman Oaks Avenue	The existing southbound on/off-ramps at Valley Vista would be relocated to the south to align with the Sepulveda Blvd. and Sherman Oaks Avenue intersection. With this option, traffic would only be allowed to turn north or south onto Sepulveda Blvd.

Source: Traffic Analysis Report, July 2006 and Project Report, July 2007

Parking

There is a parking lot that contains 7 parking spaces at the Getty View Trailhead, which is located near the Sepulveda Blvd. undercrossing. These parking spaces would be removed and relocated near the reconstructed Getty View Trailhead due to the reconfiguration of the Getty Center interchange.

The Federal Building has a parking lot area that contains approximately 1,220 parking spaces at the southeast corner of Wilshire Blvd. and Sepulveda Blvd. A permit from the Federal Land Agency would be needed for an aerial highway easement and a portion of the federal parking lot area. Approximately 30 parking spaces would be removed to accommodate the new Wilshire Blvd. interchange.

Transit

Transit service may be interrupted intermittently during construction or moved during construction. However, bus stops will be restored after construction and some may possibly be relocated to a different location due to configuration changes associated with the proposed project. The bus stop located between the northbound I-405 on/off-ramps at Skirball Center Drive would be relocated to a local street or remain on the freeway near their current sites.

Pedestrian and Bicycle Access

An 8-foot wide sidewalk would be provided along eastbound Wilshire Blvd. near the Federal Building. A 5-foot sidewalk would be provided on the Sunset Blvd. overcrossing, Skirball Center Drive overcrossing, Mulholland Drive overcrossing, and at other various locations within the project limits. 4-foot shoulders would be provided on these three overcrossings which could be jointly used as a bicycle lane. All pedestrian and bicycle access would be maintained throughout construction.

Alternative 3 – Add a Standard Northbound HOV Lane and Standardize Southbound HOV Lane, Mixed-Flow Lanes, Median and Shoulder

Freeways

In this alternative, the existing facility would be widened to add one standard northbound HOV lane and to standardize the non-standard southbound HOV lane, five mixed-flow lanes (currently four mixed-flow lanes), median, and shoulder. Current freeway design standards would be provided for the northbound and southbound I-405 within the project limits, except through the I-405/I-10 interchange. It would provide for a 12-foot half median, 12-foot HOV lane, 4-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder in each direction of travel. I-405 would be widened along the eastside similar to Alternative 2, and along most of the westside throughout the project limits. Changes below are exclusive to Alternative 3:

- Addition of one mixed-flow lane between Skirball Center Drive and Waterford St.;
- Closure of the southbound on-ramp from eastbound Sunset Boulevard. In conjunction with this ramp closure, the ramp intersection located immediately north of the Sunset Boulevard/Church Lane intersection would be reconfigured so that the existing island

would be eliminated and the middle lane at the northbound approach would be changed from a through lane to a shared through/right-turn lane;

- Approximately 2,300 feet of Sepulveda Boulevard would be realigned along the westside of I-405 north of the Getty Center/I-405 interchange due to the proposed widening along the westside of I-405; and
- Most of Church Lane between approximately Chenault Street and Kiel Street would be realigned to the west to facilitate the I-405 southbound widening.

The proposed improvements associated with Alternative 3 do not affect forecast mainline volumes, and the volumes shown in Figures 3.5-4 and 3.5-5 apply to this alternative as well. The reduction in vehicular delay compared to the Alternative 1: No Build condition is summarized in Table 3.5-15.

Table 3.5-15: Alternative 3: Decrease in Daily Vehicular Delay Compared to Alternative 1 (No Build)

I-405 Freeway Segment	Decrease in Daily Vehicular Delay Compared to Alternative 1 (No Build) (veh-hours)	
	Year 2015	Year 2031
Northbound Mainline	14,860	16,060
Southbound Mainline	420	80
Southbound HOV Lane	40	50

Source: Traffic Analysis Report, July 2006

Ramps and Connectors

In order to accommodate freeway widening and geometrical improvements, some of the access ramps within the study corridor would need to be relocated or removed. Refer to the Alternative 2 section on Ramps and Connectors which explains the common features associated with the widening and geometrical improvements necessary.

Alternative 3 improvements increase capacity in both the northbound and southbound direction. Northbound AM and PM peak hour ramp volumes forecast for year 2015 and 2031 would be the same as Alternative 2 since Alternative 2 improvements increase capacity in the northbound direction only. Please refer to Tables 3.5-12 and 3.5-13 for northbound AM and PM peak hour ramp volumes forecast for year 2015 and 2031. Southbound AM and PM peak hour volumes were forecast for years 2015 and 2031 and the only change in comparison to Alternative 2 would be associated with the proposed closure of the southbound on-ramp from eastbound Sunset Boulevard. As a result, traffic would be redistributed to the Sunset Boulevard/Church Lane on-ramp.

Intersections

The ramp closures and modifications associated with Alternative 3 result in changes to intersection geometry at various locations. These closures and modifications would be the same as Alternative 2. Please refer to Alternative 2A section under Intersections and all corresponding tables.

Parking

Parking impacts at the Getty View Trailhead and the Federal Building would be the same as Alternative 2. However, Alternative 3 Modified would shift the freeway to the east and the width of Church Lane would be reduced. If this option is selected, there would be a permanent loss of street parking in the community of Brentwood Glen on Church Lane.

Transit

Transit service impacts would be the same as Alternative 2.

Pedestrian and Bicycle Access

Pedestrian and bicycle access impacts would be the same as Alternative 2.

Traffic Redistribution

The additional freeway capacity improvements proposed with Alternatives 2 and 3 would reduce traffic volumes on routes paralleling the I-405 freeway. Sepulveda Boulevard and Roscomare Road would be the primary beneficiaries of this difficult to quantify benefit. This traffic redistribution will vary, with the time and the duration of freeway congestion being the primary influencing factor. These and other alternative routes would still be used by some drivers when there are major incidents necessitating closures on the I-405 freeway.

The freeway access modification options being considered with the two build alternatives would also have some affects on traffic redistribution. With the closure of the Montana Avenue off ramp, the displaced traffic would use the Wilshire Boulevard northbound off ramp, which will be braided, and continue on to Sepulveda Blvd. Sunset Boulevard would also be an alternative with the loss of this off-ramp. With the southbound Skirball Center Drive on- and off-ramp relocation, the Mountaingate Community would have freeway access southbound in closer proximity. However, traffic coming from the Mulholland Drive and Roscomare Road area would be required to travel an additional distance to these relocated southbound ramps. This traffic would also be required to traverse the Sepulveda Boulevard/Skirball Center Drive intersection, to gain access to and from the southbound I-405 freeway.

With the two interchange options at Valley Vista Boulevard., alterations to traffic patterns are anticipated. These alterations are dependent upon the final recommendations on signalization and channelization agreed to by LADOT, community representatives, and Caltrans. If the Valley Vista Boulevard. on- and off-ramp geometrics remain similar to the current design, access northbound to Fiume Walk/Sherman Oaks Avenue, could be reduced, restricted, or eliminated. This would require northbound traffic exiting at this location to stay on Sepulveda Boulevard, instead of using Sherman Oaks Avenue and Firmament Avenue. If there are no changes in northbound access, traffic patterns would remain as they are today. If the new on- and off-ramp plan, which aligns with the Sepulveda Boulevard/Sherman Oaks Avenue intersection, is selected, it is most probable that only turn movements north of south onto Sepulveda Boulevard would be allowed, from both the freeway ramps and Sherman Oaks Avenue. This would redistribute neighborhood and cut-through traffic onto this segment of Sepulveda Boulevard, if Fiume Walk is closed or turn movements are limited. If Fiume Walk remains open with access similar to the existing condition, traffic redistribution would be minimal under this option.

Viewpoint #2 – Wilshire Blvd. Interchange

The Wilshire Blvd. and Sepulveda Blvd. interchange area is located in Westwood, just southwest of the University of California, Los Angeles (UCLA). This intersection supports a large volume of vehicular traffic. Resources in the area include views of the mountains and urban skyline.

The I-405 freeway and on/off-ramps are elevated through this segment with Sepulveda Blvd. and Wilshire Blvd. crossing under the freeway. Freeway landscaping and landscaping around the Caltrans Maintenance facility and federal office buildings (southeast quadrant) includes large, mature trees, shrubs, and grass. Views from the I-405 include the mountains in the distance to the north and high-rise office towers to the south. Views along Wilshire Blvd. include high-rise buildings to the east and the I-405 overcrossing to the west. The visual environment at the interchange is highly urbanized and primarily utilitarian. The area adjacent to the Los Angeles National Cemetery (northeast quadrant), however, which has large, well-kept trees and open grass lawns creates a serene setting which provides some relief from the area's urban look (see Figure 3.6-5: Existing View and Figure 3.6-6: Proposed View with new Wilshire Blvd. On/Off-ramps).

The Veterans Administration (VA) Center (northwest and southwest quadrant) is located adjacent to the existing southbound I-405 Wilshire Blvd. off-ramp to westbound Wilshire Blvd. This off-ramp would be reconfigured and shifted to the west up to 62 feet, which would require a sliver of land from the VA Center's transportation yard/storage area to accommodate the realignment of the I-405 southbound Wilshire Blvd. off ramp. The VA transportation yard/storage area is located in an urban setting with an immediate viewshed from the existing storage facility. Storage sheds and cargo bins currently occupy the area (see Figure 3.6-7: Existing View and Figure 3.6-8: Proposed View with new southbound I-405 Wilshire Blvd. off-ramp).

Viewpoint #3 – I-405 Brentwood Glen: Church Lane

Church Lane is a frontage road that is located along southbound I-405 between Constitution Ave. and Sunset Blvd. in the community of Brentwood Glen. Church Lane is a two-lane street with approximately 12-foot wide lanes in each direction. It also has an 8-foot wide shoulder for street parking, a retaining wall with a sound wall atop it on the freeway side which is screened by lush mature vegetation. The resident's viewshed also includes street trees on the resident's side, sidewalk, street lights and utility poles (see Figure 3.6-9: Existing View, Figure 3.6-10 and Figure 3.6-11: Proposed View Brentwood Glen: Church Lane).

Figure 3.6-9: Viewpoint 3 (Existing) – Brentwood Glen: Church Lane Looking Southbound

Figure 3.6-10: Viewpoint 3 (Proposed) – Brentwood Glen: Church Lane Looking Southbound with Proposed Wall Structures and Vines (6 months after construction)

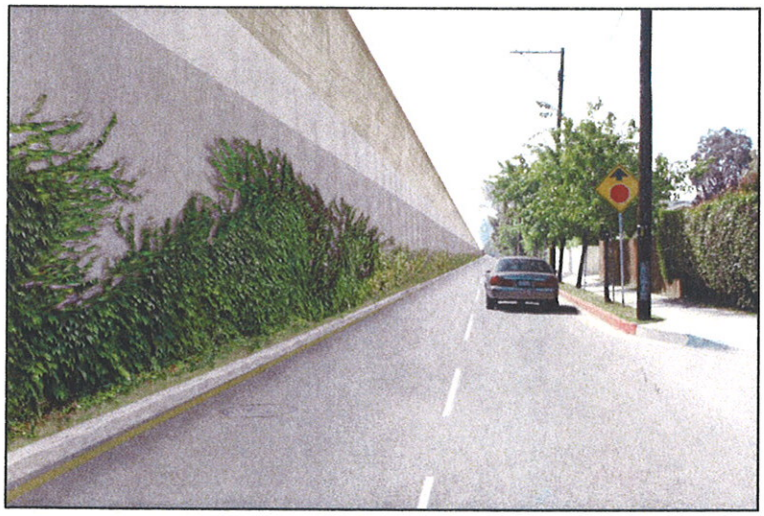
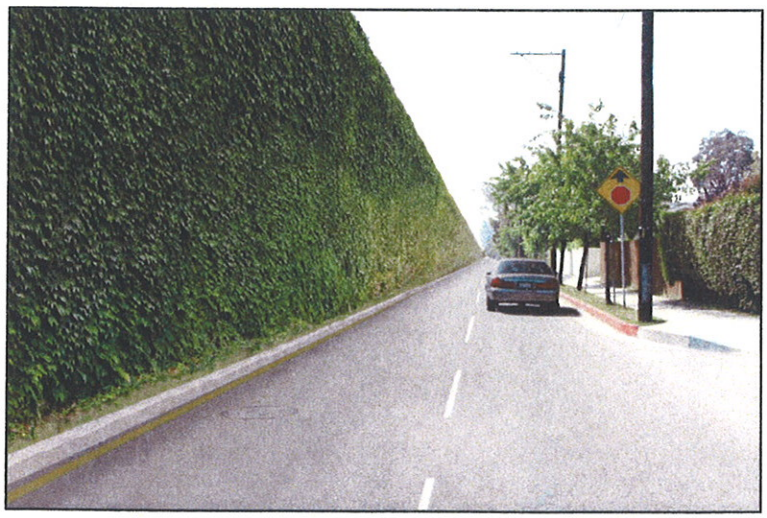


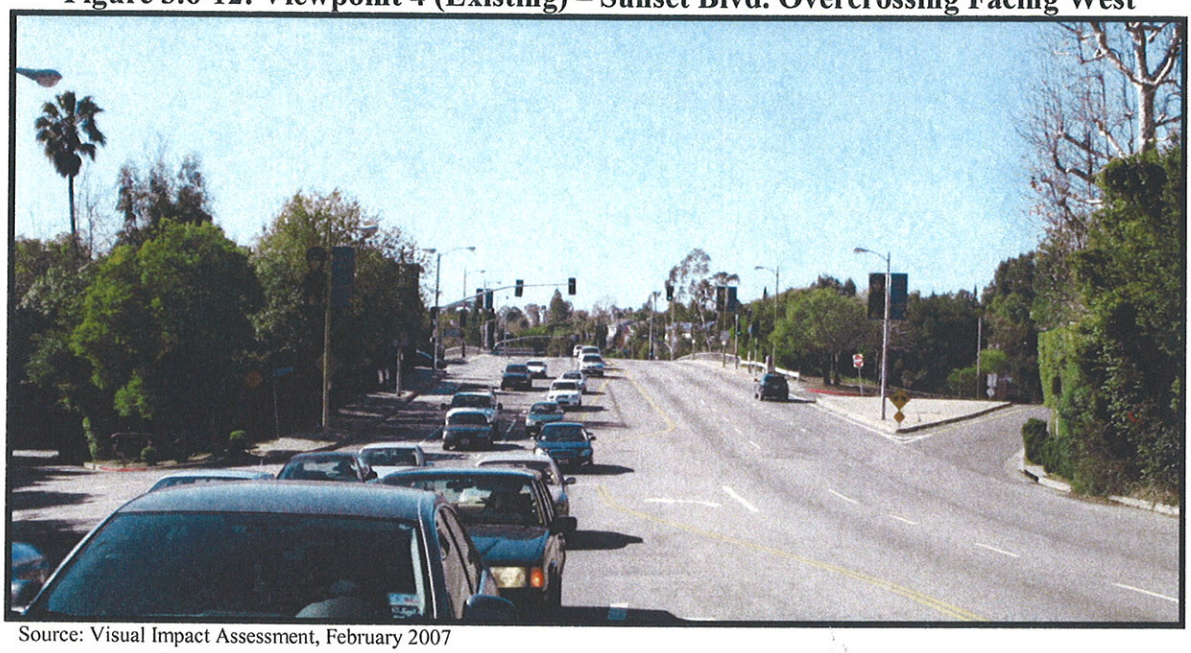
Figure 3.6-11: Viewpoint 3 (Proposed) – Brentwood Glen: Church Lane Looking Southbound with Proposed Wall Structures and Vines (5 years after construction)



Viewpoint #4 – I-405 Sunset Blvd. Interchange

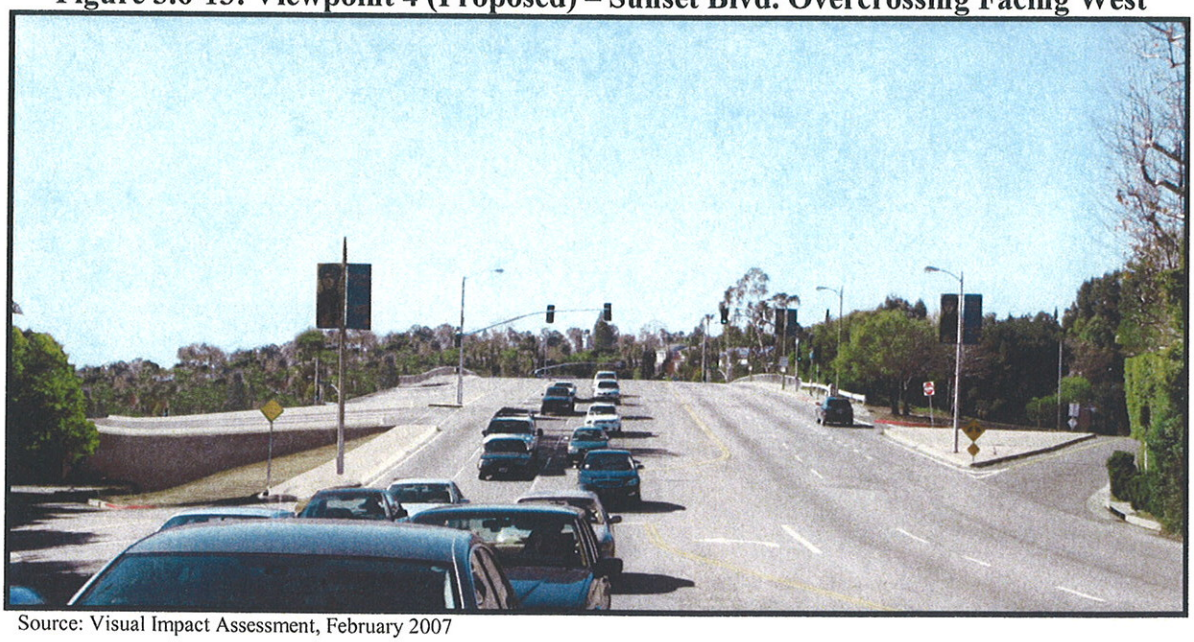
This area has been selected for evaluation since the Sunset Boulevard overcrossing would be reconstructed and widened to accommodate freeway widening and enhanced traffic operations at this interchange. Within this particular area the roadway is located in an urban setting with a broad viewshed. There are many lighting structures, some sidewalks and mature vegetation on both sides on the overcrossing (see Figure 3.6-12: Existing View and Figure 3.6-13: Proposed View with new Sunset Blvd. Overcrossing).

Figure 3.6-12: Viewpoint 4 (Existing) – Sunset Blvd. Overcrossing Facing West



Source: Visual Impact Assessment, February 2007

Figure 3.6-13: Viewpoint 4 (Proposed) – Sunset Blvd. Overcrossing Facing West



Source: Visual Impact Assessment, February 2007

Viewpoint #5 – I-405 between Moraga Drive and Skirball Center Drive

The southern part of this viewpoint segment is located in Brentwood and is bordered by residential uses to the west and commercial uses to the east. Resources in the area include occasional mountain views, large, mature trees, and views of the Getty Center. The I-405 represents the eastern edge of the Brentwood-Pacific Palisades Community Plan area and is designated as a scenic freeway within that plan. The commercial areas bordering Sepulveda Blvd., Ovada Place and Moraga Drive are well-kept with mature trees and landscaping (see Figure 3.6-14: Existing View and Figure 3.6-15: Proposed View with Soundwall).

This segment of I-405 is surrounded by open space. The I-405 passes through a small canyon towards Mulholland Drive. The west side of the freeway edges the foot of the hillside that supports facilities for the Metropolitan Water District (MWD) of Southern California. East of the I-405 freeway is open space consisting of hillsides with scattered residential uses.

As one travels north, the I-405 becomes more rural and mountainous as it cuts through the terrain. Vegetation covering most of the hillsides consists of mostly mixed chaparral, with some ruderal (disturbance adapted) roadside vegetation occurring along the freeway perimeter. Also in close proximity to this portion of the project site is the Getty View Trailhead.

Viewpoint #6 – I-405 at the Skirball Center Drive Overcrossing

Skirball Center Drive crosses over the I-405 freeway. This viewpoint segment of the project includes the improved grounds around the Skirball Cultural Center, a Caltrans Park and Ride facility, Milken Community High School and the surrounding sidewalks, street trees and other ornamental landscaping that create a consistent and unified look.

The western end of Skirball Center Drive leads to the southern entrance of the Skirball Cultural Center. The Cultural Center, a museum dedicated to displaying the culture and heritage of the Jewish people, occupies the area west of Sepulveda Blvd. The center is visible to commuters on the freeway. Milken Community High School and the park and ride facility occupy the area east of the I-405. The Cultural Center, high school and park and ride facility are well integrated into the surrounding hillside environment. Within this segment of the I-405, views include the surrounding hillsides, Sepulveda Blvd., the Cultural Center, high school, and park and ride facility. This segment of Sepulveda Blvd. is also designated as a local scenic highway in the Brentwood-Pacific Palisades Community Plan.

The existing overcrossing has an open view with hills in the distance. Currently, the roadway contains two 10-foot wide lanes in each direction and a 10-foot left-turn lane with no shoulders (see Figure 3.6-16: Existing View, Figure 3.6-17: Existing Cross-Section and Figure 3.6-18: Proposed Cross-Section). There is a small pedestrian crosswalk and fence on the north side of the overpass with a barrier separating it from the traveled way. Overhead utilities can be seen in the distance and there are light structures on each side of the overpass. Located just southeast of the overpass, near the existing pedestrian crosswalk, is the Skirball Trailhead.

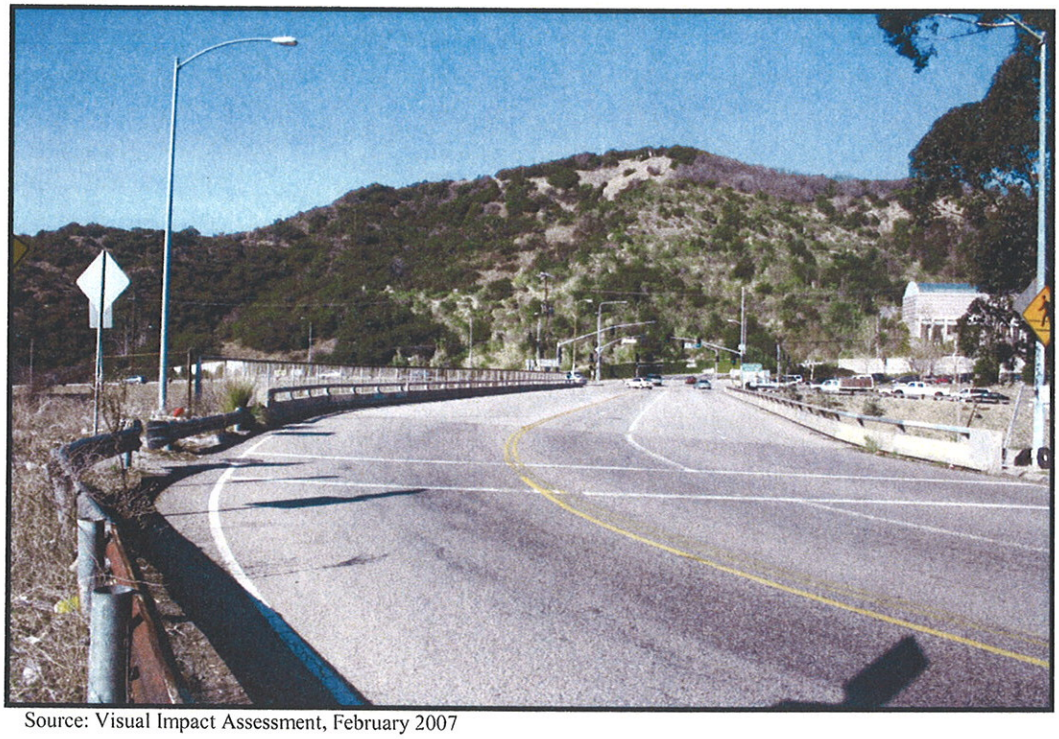
Figure 3.6-14: Viewpoint 5 (Existing) – Northbound I-405 Towards Getty Center Drive

Source: Visual Impact Assessment, February 2007

Figure 3.6-15: Viewpoint 5 (Proposed) – N/B I-405 Towards Getty Center Drive

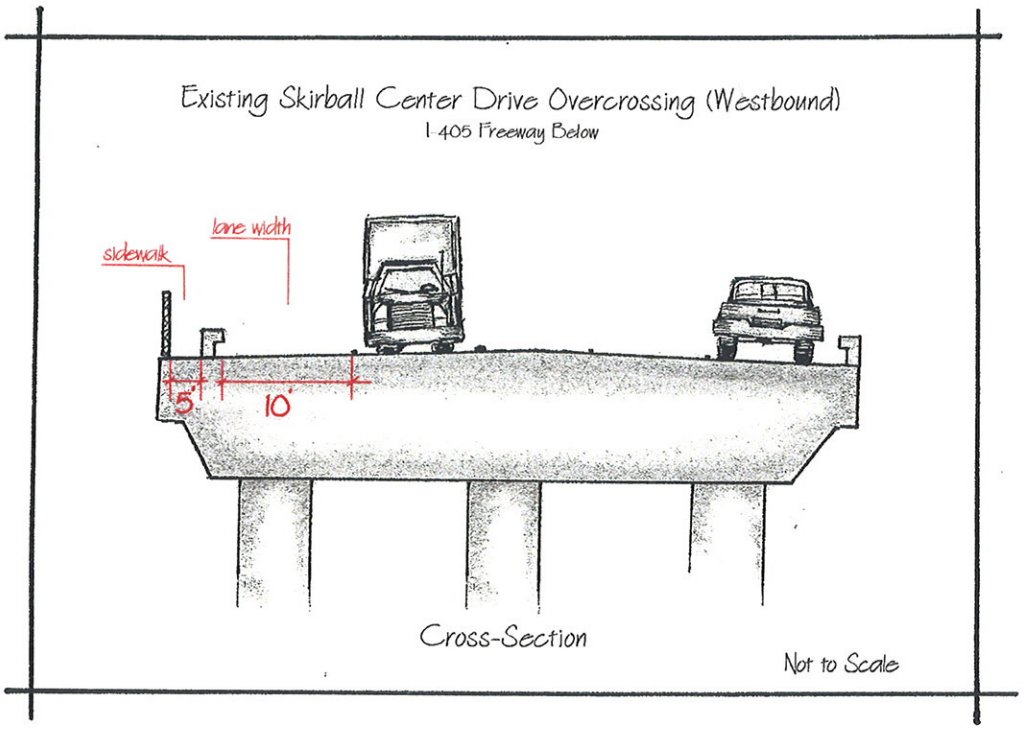
Source: Visual Impact Assessment, February 2007

Figure 3.6-16: Viewpoint 6 (Existing) – Skirball Center Drive Overcrossing Facing West



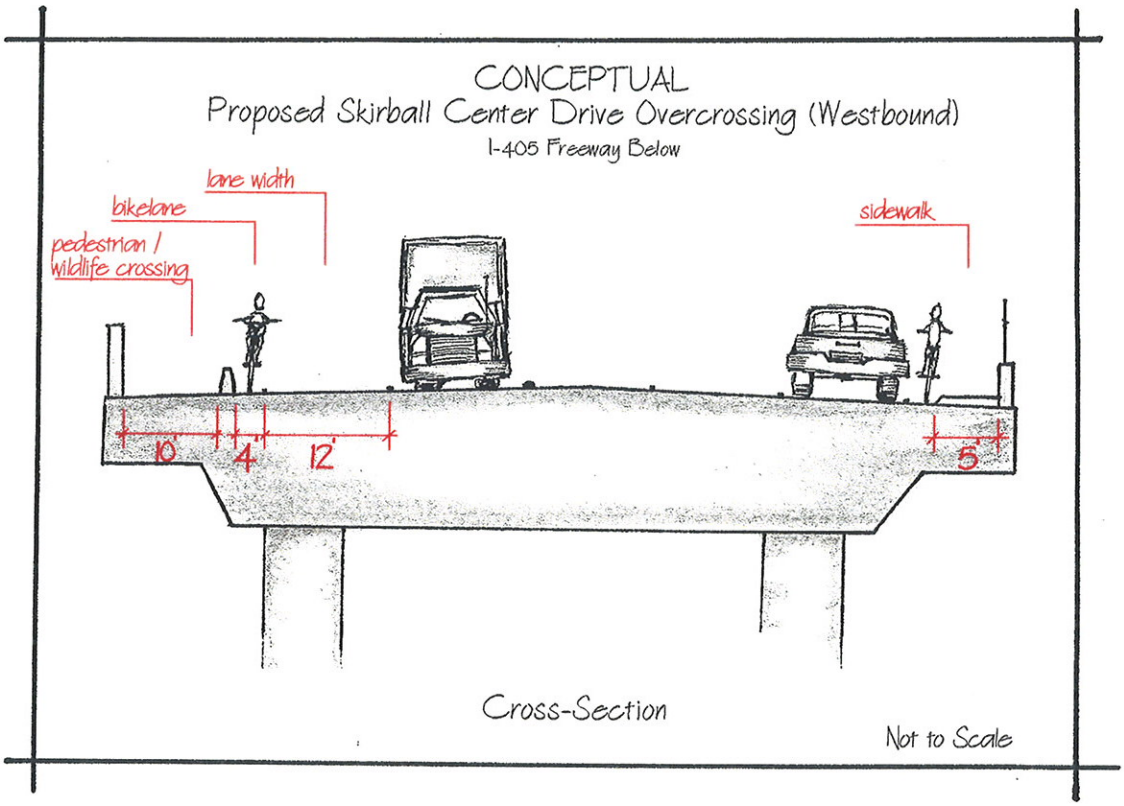
Source: Visual Impact Assessment, February 2007

Figure 3.6-17: Viewpoint 6 (Existing) – Skirball Center Drive Overcrossing Cross-Section



Source: Visual Impact Assessment, February 2007

Figure 3.6-18: Viewpoint 6 (Proposed) – Skirball Center Drive Overcrossing Cross-Section



Source: Visual Impact Assessment, February 2007

Viewpoint #7 – I-405 at the Mulholland Drive Overcrossing

The Mulholland Drive Overcrossing spans a deep gorge through which I-405 passes and was previously evaluated and found eligible for listing in the National Register of Historic Places under Criterion C. The 1959 bridge was found eligible in the area of transportation and engineering and is classified as being an important example of type, period, and style. In addition to being a significant engineering and construction achievement, this bridge exemplifies the minimalist or modernist aesthetics of the period (see Figure 3.6-19: Existing View). Vegetation surrounds the bridge in the immediate, intermediate and distant views. Signage and lighting can also be seen by motorists.

Figure 3.6-19: Viewpoint 7 (Existing) – Mulholland Drive Overcrossing Facing North

Source: Visual Impact Assessment, February 2007

3.6.3 Visual/Aesthetics Impacts

VIEWER GROUPS, VIEWER EXPOSURE AND VIEWER SENSITIVITY

The study corridor contains four viewer groups: motorists, residents, pedestrians and recreationists. This section describes the viewer groups, exposures to views, viewer activity and viewer awareness. For each viewer group, the predicted response to visual change is described in relationship to viewer exposure and viewer sensitivity.

Viewer Exposure

Viewer exposure is typically assessed by the number of people exposed to the resource change, their location in relationship to the changes, and the duration or frequency at which they area exposed to existing views. The duration of exposure to the visual environment is inversely proportionate to travel speed. At low travel speed, duration of exposure is longer that at high travel speed. Stationary viewers like residents would have a high level of exposure to the visual environment. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project.

Viewer Sensitivity

Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up that view. Viewer sensitivity is influenced directly by viewer activity and awareness, and indirectly by local values and goals. Visual changes can heighten viewer awareness and local values may confer visual significance on landscape components and areas that would otherwise appear unexceptional. Even when the

existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals.

Viewer Groups

Motorist Viewer Group

The motorist viewer group consists of commuters, local residents, and travelers using I-405, Sepulveda Blvd. and connecting streets. A motorist's awareness of surrounding views varies based on travel speed, purpose of the drive, and the scenic quality of surrounding views. Frequent traveling through the area, commuters are primarily focused on the commute and the task of navigating through traffic. Commuters usually consider views as a secondary focus. Commuters and residents gain familiarity with surrounding views through repetitive exposure. Unlike local residents, commuters do not have the same sense of ownership and awareness of views because they do not reside within that environment and only pass through it. Travelers have less familiarity with existing views, yet, because they are generally traveling at a slower pace, they tend to focus on the visual environment.

Resident Viewer Group

The resident viewer group includes people who may have views of the project area from their homes or place of business or employment. Residents have a high level of exposure to the visual environment and high visual awareness. Unlike motorists, residents are stationary and usually have more time to take in their surrounding views, and at a fairly leisurely pace. They observe the visual environment on a daily basis and for an extended period of time. They become very familiar with the local environment and may take ownership of it. Residents are highly sensitive to visual changes, particularly if the changes occur within close proximity to their homes or include displacement or nearby residences and/or important visual features.

Pedestrian Viewer Group

Similar to residents, pedestrians have a high level of exposure to the visual environment and a high level of visual awareness. It is anticipated that a majority of the pedestrian traffic is comprised of people who are local in the area: employees, residents or students. This viewer group may have some sense of ownership over the existing environment. Pedestrians tend to be more aware of the visual environment because of their immediate and tangible experience of moving through it. Pedestrians are normally traveling at slow speeds and therefore have more opportunity to view the surrounding area. Even for those pedestrians whose primary purpose is to travel from point A to point B, their slower travel speed and tangible physical experience of the surrounding environment causes them to be highly sensitive to visual changes.

Recreationist Viewer Group

Recreationists include individuals from various areas and residents using or visiting a regional resource such as museum, park or nature trail. Although the recreationists' exposure to the visual environment is limited to periodic experiences of limited duration, they tend to have high expectations of what the condition of the visual environment should be, and exhibit a high level of visual awareness. For many in this group, the primary focus of their activity is to leisurely enjoy a visually attractive resource. Even for those whose primary purpose is to exercise, the expectation is that the surrounding environment should be pleasant and enjoyable. The recreationist viewer group can become somewhat familiar with the visual environment and surrounding resources depending on frequency of use and may have some sense of ownership

over that environment. However, this would be more likely for residents who frequent a local park versus recreationists from various areas using a regional resource. Because of their limited and periodic exposure, but high level of visual awareness, the recreationist viewer group is anticipated to be moderately sensitive to visual quality changes.

VISUAL IMPACT ASSESSMENT

The visual impact assessment is determined by assessing the change in visual resources in terms of visual character and change in visual quality due to the project and predicting viewer response to that change. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with the projected visual quality after the project is constructed. The resulting level of visual impact is determined by combining the severity of the resource change with the degree of viewer sensitivity.

Analysis of potential project impacts included a review of relevant policy documents to determine whether the proposed project would be consistent with applicable policies or standards. Evaluation of impacts consisted of reviewing proposed project changes in relationship to the existing visual environment, affected scenic resources, visual effect on users, and consistency with established aesthetic policies. Table 3.6-1 provides a definition of visual impact levels.

The following discussion focuses on the individual segments of the overall project in order to address the unique visual environment at each location where improvements would be constructed. For the most part, the motorist viewer group along I-405 is anticipated to be regular commuters and residents whose travels have become routine, with their awareness of the surrounding environment being limited to the drive itself. The Sepulveda Pass corridor is fairly congested making the task of navigating through traffic more demanding. This viewer group's awareness of the visual environment is further reduced as they focus on navigating from point A to point B. The motorist viewer group is expected to be moderately sensitive to visual changes.

Table 3.6-1: Visual Impact Levels

Low	Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.
Moderate	Moderate adverse changes to the existing visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.
Moderately High	Moderate adverse change to the existing resource with high viewer response or high adverse change to the existing visual resource with moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required will generally take longer than five years to mitigate.
High	A high level of adverse change to the existing visual resource or a high level of viewer response to change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

Source: Visual Impact Assessment, February 2007

Table 3.6-2 shows the affected viewer groups and viewer sensitivity at each location of the proposed improvements.

Table 3.6-2: Viewer Groups

Viewpoint #	Description	Viewer Group	Viewer Sensitivity
Viewpoint #1	Bad News Bears Park Westwood Transitional Village Bessie Pregerson Child Development Center	Recreationists Pedestrians Motorists	Moderate High Low
Viewpoint #2	Wilshire Blvd. Interchange	Motorists Pedestrians	Moderate High
Viewpoint #3	Brentwood Glen: Church Lane	Motorists Residents Pedestrians	Moderate Moderately High Moderately High
Viewpoint #4	Sunset Blvd. Interchange	Motorists Pedestrians	Moderate Moderate
Viewpoint #5	Getty Center Area	Motorists Recreationists	Moderate High
Viewpoint #6	Skriball Center Drive Overcrossing	Motorists Recreationists Pedestrians	Moderate Moderate Moderate
Viewpoint #7	Mulholland Drive Overcrossing	Motorists Residents	Moderate Moderate

Source: Visual Impact Assessment, February 2007

Viewpoint 1 – I-405 between Santa Monica Blvd. and Wilshire Blvd.

The proposed project would construct a soundwall atop a retaining wall along state right-of-way adjacent to the Bad News Bears Field to accommodate the I-405 widening. Highway landscaping, including several mature trees would be removed and other trees would be blocked from public view from the park side perspective.

The primary viewer group within this segment of the proposed project includes motorists and recreationists. The proposed project changes would change the existing character along the freeway with a new soundwall atop a retaining wall. This would affect local community views from the park. The proposed project in this section does not include additional lighting, however, new lighting is proposed at the Bad News Bears Field. The addition of this new light source is not expected to greatly affect the existing light environment.

The proposed project changes would have a moderate effect on the existing visual quality of this project segment. The motorists' viewer response is anticipated to be moderate and the overall impact is expected to be moderate.

Viewpoint 2 – I-405 at Wilshire Blvd.

The proposed improvements at Wilshire Blvd. would have a limited effect on the integrity of the existing visual environment. A portion of the federal office building parking lot, consisting of several mature trees would be removed to accommodate the new northbound off-ramp to eastbound Wilshire Blvd. Utilities along the sidewalk would also be relocated. The removal of additional landscaping near the intersection of Wilshire Blvd. and Sepulveda Blvd. would have a minimal effect on the aesthetic character of the off-ramp since a substantial amount of vegetation would still remain. The proposed Wilshire Blvd. interchange improvements would not affect the physical or aesthetic setting of the Los Angeles National Cemetery.

The proposed project would add a northbound HOV lane and improve the Wilshire Blvd. interchange. This improvement would acquire new right-of-way for the northbound off-ramp and southbound off-ramp to Wilshire Blvd. Construction activities would include reconstruction of ramps and removal of portions of the federal building parking lot and Veterans Administration Center's transportation yard/storage area. A storage shed and cargo bins would need to be relocated. Some highway landscaping would be removed and replanted.

The primary viewer group within this segment of the proposed project includes motorists and pedestrians, with motorists representing a larger proportion of the viewers. The proposed improvements would have a minor effect on the existing visual quality and would primarily result in an enhanced roadway appearance. The lack of scenic quality to surrounding views and the modest nature of the visual changes would have a limited affect on viewer groups. The motorist viewer group is moderately sensitive to visual changes and is expected to demonstrate a limited response to the proposed changes. The pedestrian viewer group is somewhat more sensitive; however this viewer group is expected to demonstrate only a moderate response to the visual changes. The proposed changes would not affect the visual environment within or adjacent to the cemetery and therefore would not affect pedestrians using this resource. The combination of visual quality change and viewer response is anticipated to be low. The overall visual impact would be low.

Viewpoint 3 – Brentwood Glen: Church Lane

The proposed project would require freeway widening on the west side of the I-405 in the community of Brentwood Glen on Church Lane. The major impact to this view, from the resident's perspective, would be the placement of a retaining wall with a soundwall atop with limited amount of space for a plantable area in front of the wall structure. The proposed wall structure may reach up to 30 ft in height. The freeway centerline in this area will be shifted towards the east. In order to accommodate the widened roadway above, the width of Church Lane would be reduced. It would remain a two-lane street, with each lane width approximately 10-ft wide. The existing street parking on the west side of the street would be eliminated. At the base of the proposed wall, a 1.5-foot wide planting area with a 6-inch high curb would be placed.

The proposed retaining wall with soundwall atop would decrease all visual quality factors. The proposed retaining wall with soundwall atop it would decrease all visual quality factors. The man-made structure would become an intrusive visual element to the viewshed and encroach on the landscaped area. The height of the wall structure and the narrowing of the street will give an undesirable sense of enclosure to the residents. The large wall surface could be subject to graffiti

and introduce an undesirable facet of urban life to the neighborhood. Residents' viewer sensitivity to visual change in this area is expected to be moderately high.

Viewpoint 4 – I-405 at Sunset Blvd

The proposed project would widen the Sunset Blvd. overcrossing to accommodate an additional eastbound lane. Other improvements in this area include the reconfiguration of the Church Lane and Sunset Blvd. intersection.

The widening is anticipated to result in a positive visual impact by improving the visibility of the lanes and creating a new, fresh look to the roadway. The proposed project changes would not affect local views. Additional lighting is anticipated since the Sunset Blvd. overcrossing would be widened, however, the new lights would be consistent with the existing light environment and are not expected to affect nearby residences.

The proposed improvements would have a minor effect on the existing visual quality and would primarily result in an enhanced roadway appearance. Motorists are the primary viewer group within this segment of the proposed project, with some pedestrian viewers also present at this location. No residential viewer groups are present at this location. Potential residential viewer groups in the neighborhoods within this segment of Sunset Blvd are oriented away from the proposed project corridor and do not have views of the roadway. The motorist viewer group is moderately sensitive to visual quality changes and the pedestrian viewer group is highly sensitive. However, the visual quality change would be low and viewer group response is expected to be low for both viewer groups. The overall visual impact is anticipated to be low.

Viewpoint 5 – I-405 between Moraga Drive and Skirball Center Drive

The northbound freeway widening and the new northbound Getty Center on-ramp from Sepulveda Blvd. would require the removal of the Getty View Trailhead, ruderal and native vegetation that includes large mature trees. These improvements would cover areas that are currently undeveloped. The new on-ramp would also include additional lighting. New construction would change the character of the undeveloped area. Vegetation removal, grading, and the removal of the Getty View Trailhead and parking lot would not have a major affect on the overall visual character and aesthetic quality of the canyon. The proposed project changes would not affect views of the surrounding hillsides or create an objectionable view from a limited number of residential units located over 300 feet away. The improvements would not affect designated scenic resources or conflict with aesthetic policies regulating scenic highways or specific plan areas. Revegetation is anticipated to establish itself within five years, eventually blending into the more rural character of this segment of the project.

The addition of light sources would be consistent with new light standards that would add a minimal amount of new lighting that would have a modest effect in relationship to existing light sources along the freeway.

The viewer groups within this segment of the proposed project include motorists and recreationists. Although cyclists, hikers, and other recreationists frequent this stretch of the project due to the proximity of the Getty View Trailhead, motorists are the primary viewer

group. Motorists and recreationists are moderately sensitive to visual quality changes. The proposed project changes would have a moderate to high effect on the existing visual quality. The overall visual impact and viewer response of both recreationists and motorists is anticipated to be moderate.

Viewpoint 6 – I-405 at Skirball Center Drive

The proposed project would replace and widen the Skirball Center Dr. overcrossing to accommodate the I-405 freeway widening. A shared pedestrian/wildlife path and bike lanes would be provided as a part of the project. The bike lanes and shoulders would be approximately 16 feet in width on the south side of the overpass and 6 feet wide on the north side of the overpass. The southeast side of the overpass would temporarily affect a portion of the Skirball Trailhead for the construction of a retaining wall to support the widened structure.

The proposed improvements would change the existing visual character along Skirball Center Dr., but would not be out of character with the existing visual environment along I-405, which functions primarily as a transportation corridor and would not have an impact on the overall aesthetic environment or views of the hillsides. The scenic nature of the corridor would not be substantially affected, as the improvements would have a minor effect on the overall visual character of surrounding hillsides and abundant vegetation. New lighting on the overpass would have a minimal effect in the relationship to existing light sources surrounding the area including the Skirball Cultural Center and the Caltrans park and ride facility.

The proposed project changes would not affect views of the surrounding hillsides or create an objectionable view from surrounding residential areas. None of the proposed construction would block or alter existing views. A limited number of residential units are located across the freeway and to the west. The proposed project changes would not affect views of the surrounding hillsides or create an objectionable view from a limited number of residential units located over 300 feet away. Changes along the roadway would be considered in the background of a view-frame and not discernable from the surrounding environment.

The addition of light sources would be consistent with new light standards that would add a minimal amount of new lighting that would have a modest effect in relationship to existing light sources along the freeway.

The primary viewer groups within this segment of the project are motorists, recreationists and residents. The proposed project would have a minor effect on the existing visual quality and most of these changes would be temporary in nature. The motorist viewer group is considered to be moderately sensitive to changes in the visual environment, residents are highly sensitive, and recreationists are moderately sensitive. The resident viewer group is viewing the project from across the I-405 freeway and would see the project changes from a distance. This would cause them to be less aware of the project changes and would lower their sensitivity. The recreationist viewer group includes visitors to the Skirball Cultural Center and Skirball Trailhead and may have higher expectations of the surrounding visual environment, although visitors have less familiarity with the specific details of the existing visual environment. The combination of visual quality change and viewer response and overall visual impact is expected to be moderate.

Viewpoint 7 – I-405 at Mulholland Drive

The Mulholland Drive Overcrossing is eligible for listing in the National Register of Historic Places and the proposed project has the potential to adversely effect the Mulholland Drive Overcrossing under all of the build alternatives. All build alternatives propose to remove and replace the bridge in order to accommodate the I-405 freeway widening.

The primary viewer group within this segment is motorists. There are residential neighborhoods located north of I-405, however, the residences are oriented away from the proposed project corridor and do not have views of the freeway. The proposed project changes would have a moderate effect on the existing visual quality. Motorists are moderately sensitive to changes in visual quality. The combination of visual quality change and viewer response is anticipated to be moderate and would make the overall visual impact moderate.

A Finding of Effect was prepared and concurrence was received from the State Historic Preservation Officer on October 18, 2006 for the I-405 Sepulveda Pass Project (see Appendix E). It was determined that the proposed project would have an adverse affect on the Mulholland Drive overcrossing. A draft Memorandum of Agreement (MOA) will be submitted to the Federal Highway Administration (FHWA) and the State Historic Preservation Officer after sufficient design work has been completed for the Division of Environmental Planning to ascertain impacts and consider mitigation and design for the Mulholland Bridge. Once FHWA and SHPO agree on the terms and conditions, the MOA will be executed by FHWA and Caltrans will concur.

The historic overcrossing would be replaced with a bridge design in coordination with FHWA and SHPO, that would not disrupt or alter existing views or scenic views. The proposed replacement would not substantially degrade the overall visual character or quality of the surrounding hillsides or residential neighborhoods.

CONSTRUCTION-RELATED VISUAL IMPACTS

Construction activities would be similar throughout the project corridor; however, different components are proposed at various locations that have a unique affect on the visual environment at that location. Overall, visual impacts associated with the project include removal of vegetation, grading and excavation, new soundwalls and retaining walls, fencing, and roadway signage and lighting. The visual effects of these changes would be temporary and minor and would not affect scenic resources, overall character of the surrounding environment, or the visual quality of the project corridor.

3.6.4 Avoidance, Minimization and Mitigation Measures

The following design requirements in cooperation with the concurrence with the District Landscape Architect should be considered to help minimize, reduce, or mitigate impacts related to incompatibility with the existing visual character along I-405:

- Design walls to be visually compatible with the surrounding community (community identification). Use architectural detailing such as pilasters, wall caps, interesting block patterns, color and materials to match the existing color palette of the surrounding area. This detailing would be used to add visual interest and reduce the apparent height of the walls;
- Type of imprint to mimic a stone or rock-type look can also be done on walls in areas where there are mountain views, as long as Caltrans' safety standards are met for these types of walls;
- Aesthetic treatments and decorative railing/fencing on bridges and overcrossings are recommended to bring out matching elements of the community or character of the surrounding area;
- Slope paving or vegetation at undercrossings should be enhanced with texture to deter graffiti where appropriate;
- Consideration of color and materials for the retaining wall along hillsides in order to ensure compatibility with the landscape;
- New light standards would add a low level of new lighting that would have a modest effect in the relationship to existing light sources surrounding the area. The proposed lighting would use lamps and light shields to minimize impacts on nocturnal animal species and limit spill-over lighting to surrounding areas during and after construction;
- All new street lighting to be installed are in accordance with lighting specifications using the lowest level of illumination/brightness to meet safety needs while minimizing glare;
- Native vegetation should be planted in disturbed areas where space allows. Coordination would be required between the District Landscape Architect and District Environmental Branch throughout project design to select appropriate vegetation replacement; and
- Non-native (ornamental) vegetation would be planted in disturbed areas where space allows.

3.6.5 Cumulative Impacts

Potential cumulative visual impacts could occur when other projects, in combination with the proposed project, cumulatively contribute to the degradation or deterioration of the visual setting (e.g., projects that substantially damage important visual resources, such as obstructing scenic vistas or views and/or ridgelines, or that result in substantial shade/shadow or glare effects on shadow-sensitive uses).

The study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the project right-of-way as well as those areas that can be viewed from, or have views of, the proposed project. Major development and transportation projects in the area (see Tables 3.1-1 and 3.1-2) include a number of development/redevelopment projects that are proposed in the vicinity of the project area, however, none appear to have the potential to substantially adversely affect visual resources. Since the proposed project alternatives do not result in a substantial deterioration of visual resources and the resource study area is dominated by similar urban and transportation infrastructure, the project alternatives would not contribute to a substantial cumulative impact.

summary, prior to construction, Rule 403 entails the implementation of best available fugitive dust control measures during active operations capable of generating dust.

3.13.5 Cumulative Impacts

Air quality impacts are inherently cumulative since the traffic forecasts are consistent with build-out assumptions that are consistent with adopted demographic forecasts. Consequently, air quality conditions incorporate regional growth. The only exception to this is for construction-related impacts. The project alternatives would improve movement, increase capacity, and improve overall traffic operation in the general vicinity, thereby lowering the concentration of pollutants emitted by the motor vehicles. Consequently, with the transportation improvements proposed and the secondary improvement in vehicular movement, no cumulative adverse regional or local air quality impacts are anticipated.

Implementation of any of the projects in the study area has the potential to result in short-term impacts to air quality associated with construction activity (i.e., CO, NO_X, ROC, and PM_{10}) and some have the potential for long-term effects on air quality due to new vehicle trips, or use, storage, and transport of hazardous substances. The short-term effects are minimized through compliance with SCAQMD rules and regulations during construction. The long-term effects are minimized through mitigation specific to each project.

Alternative 1 (No Build) would not involve construction; therefore, would not contribute to cumulative effects to air quality impacts. There would be no short-term construction effects or long-term operation effects associated with this alternative.

The I-405 Sepulveda Pass Project is listed in the 2006 RTIP (Project ID No. LA0B408) and therefore conforms to the SIP. However, Alternative 3 would not be in conformity with the SIP because the additional lane on southbound I-405 from Skirball Center Dr. to Waterford St. is not included in the 2006 RTIP. Inclusion and analysis of Alternative 3 in the RTP and RTIP would minimize the cumulative effect on regional air quality impacts since it would be compliant with the State Implementation Plan.

The Build Alternatives' contribution to cumulative air quality effects is not considered adverse because the Build Alternatives are not anticipated to exceed the 1-hour or 8-hour CO standards. The Build Alternatives would not contribute to cumulative effects on quality or toxic air emissions, since the alternatives are not expected to cause a substantial increase of toxic air constituents.

Implementation of any of the Build Alternatives could contribute to cumulative hazardous air pollutants relating to the demolition of asbestos-containing material (ACM). Compliance with SCAQMD Rules and Regulations for demolition of buildings containing ACM would minimize the potential effects.

4.2 Discussion of CEQA Checklist Responses

4.2.1 Significant Environmental Effects of the Proposed Project

The following impacts are considered significant under CEQA, but are considered less than significant with the implementation of proposed mitigation measures.

- **Air Quality** - Please refer to the discussion in Section 3.13.4 of this document.
- **Biological Resources** - Please refer to the discussion in Section 3.17.4 and 3.18.4 of this document.
- **Geology and Soils** - Please refer to the discussion in Section 3.11.4 of this document.
- **Hazards and Hazardous Materials** - Please refer to the discussion in Section 3.12.4 of this document.
- **Hydrology and Water Quality** - Please refer to the discussion in Section 3.9.4 and 3.10.4 of the I-405 Sepulveda Pass Project EIR/EIS.
- **Public Services/Utilities** - Please refer to the discussion in Section 3.4.4 of this document.
- **Transportation/Traffic** - Please refer to the discussion in Section 3.5.4 of this document.

4.2.2 Unavoidable Significant Environmental Effects

Under CEQA, the following impacts would be considered significant and would remain significant with implementation of proposed mitigation measures.

- **Land Use and Planning** - Please refer to the discussion in Section 3.1.4, 3.2.4, and 3.3.4 of this document.
- **Noise** - Please refer to the discussion in Section 3.14.4 of this document.
- **Population and Housing** - Please refer to the discussion in Section 3.3.4 of this document.
- **Transportation/Traffic** - Please refer to the discussion in Section 3.5.4 of this document.
- **Mandatory Findings of Significance** - Please refer to the discussion in Section 3.3.4, 3.5.4 and 3.14.4 of this document.

4.2.3 Significant Irreversible Environmental Changes

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse therefore

unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Please refer to Section 3.21 regarding the relationship between short-term uses of the human environment and the maintenance and enhancement of long-term productivity. Please refer to Section 3.22 regarding any irreversible and irretrievable commitment of resources, which would be involved in the proposed project.

4.2.4 Climate Change

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas[2] (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by the year 2010, 2) 1990 levels by the year 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.
According to a recent white paper by the Association of Environmental Professionals[3], "an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."

The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent

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[2] Greenhouse gases related to human activity include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a*, and HFC-152a*.
[3] Hendrix, Micheal and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), p. 2.

of all human made GHG emissions are from transportation, the Department has created and is implementing the *Climate Action Program at Caltrans* (December 2006).

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.

Traffic volumes are forecast to increase by 1.47% per year, or 15.7% from the base year of 2005 to year 2015, and 46.1% from 2005 to year 2031. Forecast volumes on the I-405 for the horizon years of 2015 and 2031 are shown in Figures 3.5-4 and 3.5-5. Without additional capacity, the increase in volume due to ambient growth alone is expected to extend the congested period in both directions, to begin earlier in the day and extend later into the evening. Vehicles traveling during the congested period would experience increased delay, with longer travel times between the same origin and destination. Without measures to increase freeway capacity or reduce vehicle trips, conditions throughout the corridor would continue to deteriorate in the future. For Alternative 1: No Build, the study corridor is forecast to have 27,800 vehicle-hours of delay per day in the year 2015. This will increase to 59,430 vehicle-hours in the year 2031.

The Department recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in GHG emissions levels, including carbon dioxide, at the project level is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, the Department is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement AB 1493 and AB 32. As part of the *Climate Action Program at Caltrans* (December 2006), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis.

4.2.5 Mitigation Measures for Significant Impacts Under CEQA

Proposed mitigation measures for significant impacts under CEQA can be found in Chapter 3. An Environmental Commitment Record with a Mitigation Monitoring and Reporting Record can be found in Chapter 6.

Proposed Right of Way for Each Alternative

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
2280-001-022*	4160 Sepulveda Blvd.*	Los Angeles	Residential	Part	Part
2280-001-023*	4168 Sepulveda Blvd.*	Los Angeles	Residential	Full	Full
2280-001-024*	4200 Sepulveda Blvd.*	Los Angeles	Residential	Full	Full
2280-001-025*	4210 Sepulveda Blvd.*	Los Angeles	Residential	Part	Part
2280-002-021	15488 Del Gado Drive	Los Angeles	Residential	Part	Part
2280-002-022	15480 Del Gado Drive	Los Angeles	Residential	Part	Part
2281-017-010	15460 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-017-016	No Address Available	Los Angeles	Vacant	Part	Part
2281-020-001	15536 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-002	15528 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-003	15520 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-004	15514 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-005	15506 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-006	15498 Briarwood Drive	Los Angeles	Residential	Part	Part
2281-020-008	15490 Briarwood Drive	Los Angeles	Residential	Part	Part
2283-021-002	15367 Valley Vista Boulevard	Los Angeles	Residential	Full	Full

*These parcels would be acquired under the proposed hook-ramp design option at Sherman Oaks Avenue

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
2283-021-009	15347 Sutton Street	Los Angeles	Residential	Full	Full
2283-021-010	4420 Sherman Oaks Circle	Los Angeles	Residential	Full	Full
2283-021-011	4426 Sherman Oaks Circle	Los Angeles	Residential	Full	Full
2283-021-012	15350 Sutton Street	Los Angeles	Residential	Full	Full
2283-022-016	4450 Sherman Oaks Circle	Los Angeles	Residential	Part	Part
2285-001-006	15368 Valley Vista Boulevard	Los Angeles	Residential	Full	Full
2285-001-007	15376 Valley Vista Boulevard	Los Angeles	Residential	Full	Full
4256-010-006	11122 Pico Boulevard	Los Angeles	Commercial	Part	Part
4256-010-011	11200 Pico Boulevard	Los Angeles	Commercial	Part	Part
4256-010-900	No Address Available	Los Angeles	LACMTA	Part	Part
4324-017-001	1341 Sepulveda Boulevard	Los Angeles	Salvation Army	Part	Part
4324-017-903	No Address Available	Los Angeles	Gov't	Part	Part
4324-017-906	No Address Available	Los Angeles	Gov't	Part	Part
4363-027-901	No Address Available	Los Angeles	Gov't	Part	Part
4365-008-904	No Address Available	Los Angeles	Gov't	Part	Part
4365-009-900	No Address Available	Los Angeles	Gov't	Part	Part
4365-010-031	11332 Chenault Street**	Los Angeles	Residential	None	Full

These parcels would **NOT be acquired under proposed Alternative 3 Modified

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
4365-013-007	11327 Chenault Street**	Los Angeles	Residential	None	Full
4365-013-011	11326 Burnham Street**	Los Angeles	Residential	None	Full
4365-015-009	11327 Burnham Street**	Los Angeles	Multi-Family Residential	None	Full
4365-015-012	11326 Berwick Street**	Los Angeles	Residential	None	Full
4365-016-003	11326 Albata Street**	Los Angeles	Residential	None	Full
4365-016-018	11327 Berwick Street**	Los Angeles	Residential	None	Full
4365-018-008	11327 Albata Street**	Los Angeles	Residential	None	Full
4365-018-011	11326 Bolas Street**	Los Angeles	Residential	None	Full
4365-020-008	11327 Bolas Street**	Los Angeles	Residential	None	Full
4365-020-018	11326 Cashmere Street**	Los Angeles	Residential	None	Full
4365-022-020	11330 Denair Street**	Los Angeles	Residential	None	Full
4365-022-021	11323 Cashmere Street**	Los Angeles	Residential	None	Full
4365-024-021	11310 Elderwood Street**	Los Angeles	Residential	None	Full
4365-024-023	11327 Montana Avenue**	Los Angeles	Residential	None	Full
4365-025-024	343 S. Church Lane**	Los Angeles	Non-profit	None	Full
4365-026-011	11300 Gladwin Street**	Los Angeles	Multi-Family Residential	None	Full
4365-026-012	309 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full

These parcels would **NOT be acquired under proposed Alternative 3 Modified

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative	
				2	3
4365-026-013	313 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-001	267 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-002	259 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-015	275 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-027-016	11301 Gladwin Street**	Los Angeles	Multi-Family Residential	None	Full
4365-028-014	249 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-028-015	237 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-028-016	11304 Isleta Street**	Los Angeles	Multi-Family Residential	None	Full
4365-029-002	11308 Joffre Street**	Los Angeles	Residential	None	Full
4365-029-019	11307 Isleta Street**	Los Angeles	Multi-Family Residential	None	Full
4365-029-020	217 S. Church Lane**	Los Angeles	Multi-Family Residential	None	Full
4365-030-008	11332 Kiel Street**	Los Angeles	Residential	None	Part
4365-030-016	11311 Joffre Street**	Los Angeles	Residential	None	Full
4365-030-017	11333 Kiel Street**	Los Angeles	Residential	None	Part
4366-010-015	11430 Thurston Circle	Los Angeles	Residential	Part	Part
4366-010-016	11420 Thurston Circle	Los Angeles	Residential	Part	Part
4366-010-017	11414 Thurston Circle	Los Angeles	Residential	Part	Part
4366-010-018	11406 Thurston Circle	Los Angeles	Residential	Part	Part
4366-010-019	11398 Thurston Circle	Los Angeles	Residential	Part	Part
4366-013-015	136 Bronwood Avenue	Los Angeles	Multi-Family Residential	Part	Part

These parcels would **NOT be acquired under proposed Alternative 3 Modified

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative		Proposed Soil Nail Wall
				2	3	
4366-014-018	255 S. Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-019	251 S. Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-020	245 S. Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-021	241 Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-022	231 Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-023	225 Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-024	219 Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-014-025	152 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	Full	Full	Full Take
4366-014-030	148 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	Part	Part	Temporary Construction Easement
4366-014-031	140 Sepulveda Boulevard	Los Angeles	Multi-Family Residential	Part	Part	Temporary Construction Easement
4366-015-021	315 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-022	321 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-023	329 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-024	335 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-025	343 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-026	349 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-027	355 South Thurston Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-028	353 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement

Assessors Parcel Number (APN)	Address	City	Residential/ Commercial	Alternative		Proposed Soil Nail Wall
				2	3	
4366-015-029	359 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-030	363 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-031	367 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-032	371 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4366-015-033	375 Dalkeith Avenue	Los Angeles	Residential	Part	Part	Subsurface Easement
4368-001-006	No Address Available	Los Angeles	Vacant Land	Part	Part	N/A
4368-016-001	600 Sepulveda Boulevard	Los Angeles	Commercial	Full	Full	N/A
4368-016-002	612 N. Sepulveda Boulevard	Los Angeles	Commercial	Full	Full	N/A
4368-016-800	598 Sepulveda Boulevard	Los Angeles	Commercial (Verizon)	Full	Full	N/A
4377-001-901	No Address Available	Los Angeles	Vacant Land	Part	Part	N/A
4377-043-013	No Address Available	Los Angeles	Vacant Land	Part	Part	N/A
4378-001-900	No Address Available	Los Angeles	Other	Part	Part	N/A
4378-001-901	No Address Available	Los Angeles	Other	Part	Part	N/A
4429-034-005	199 Church Lane	Los Angeles	Getty Center Office	None	Part	N/A
4429-035-002	170 Church Lane	Los Angeles	Hotel Angeleno	None	Part	N/A
4429-035-005	No Address Available	Los Angeles	Vacant Land	None	Part	N/A
4429-037-022	1200 Getty Center Drive	Los Angeles	Commercial	None	Part	N/A
4490-002-905	No Address Available	Los Angeles	Vacant Land	Part	Part	N/A
4493-014-024	No Address Available	Los Angeles	Vacant Land	None	Part	N/A

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